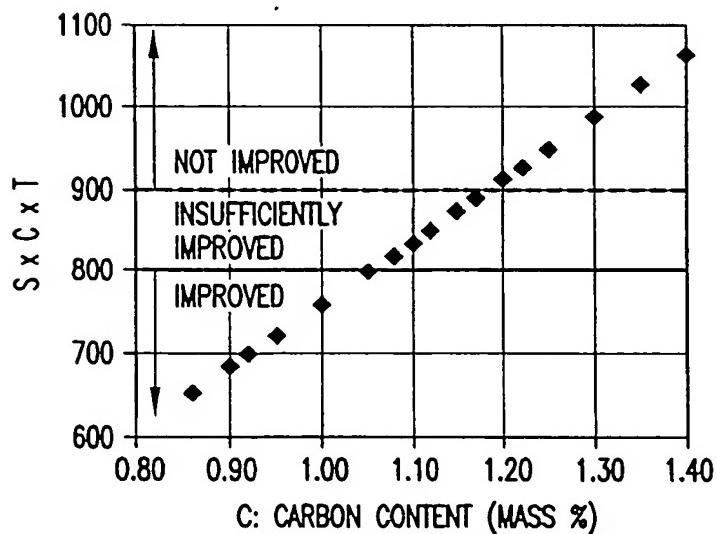


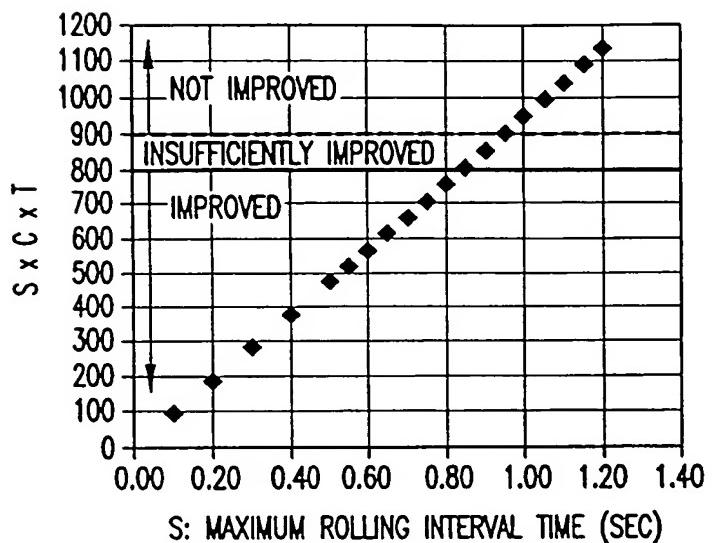
RELATIONSHIP BETWEEN (MAXIMUM SURFACE TEMPERATURE (T)) AND
(MAXIMUM ROLLING INTERVAL TIME (S) \times CARBON CONTENT (C) \times
MAXIMUM SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.1



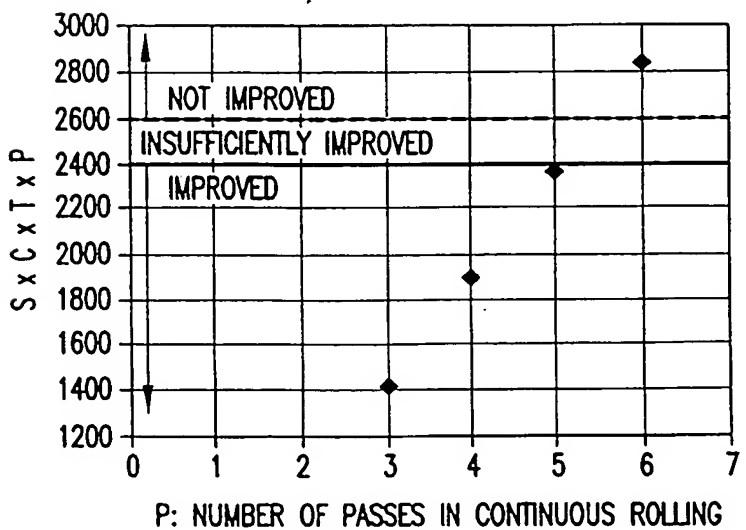
RELATIONSHIP BETWEEN (CARBON CONTENT (C)) AND (MAXIMUM
ROLLING INTERVAL TIME (S) \times CARBON CONTENT (C) \times MAXIMUM
SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.2



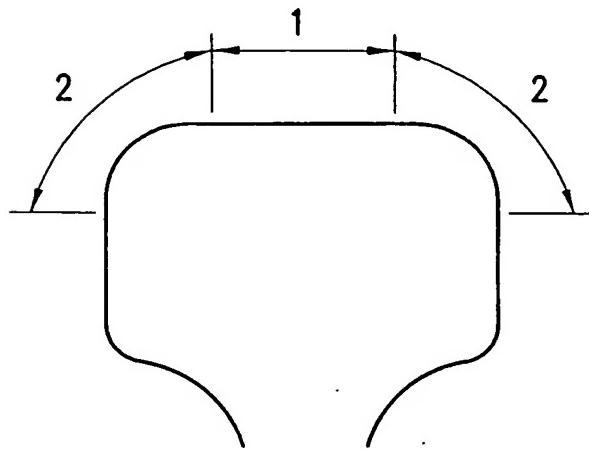
RELATIONSHIP BETWEEN (MAXIMUM ROLLING INTERVAL TIME (S)) AND
(MAXIMUM ROLLING INTERVAL TIME (S) × CARBON CONTENT (C) ×
MAXIMUM SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.3



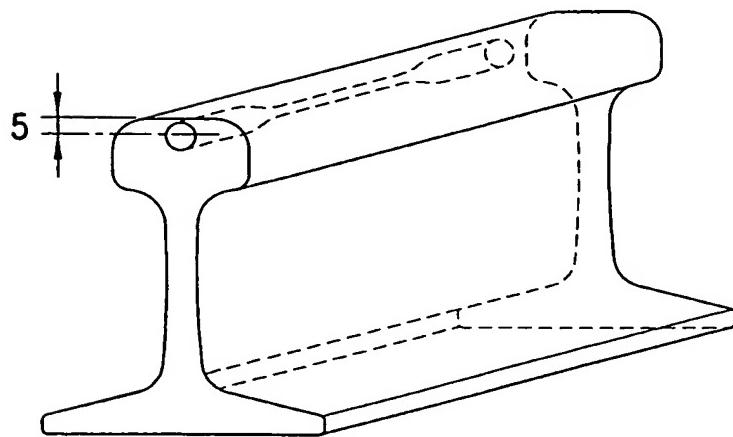
RELATIONSHIP BETWEEN (CARBON CONTENT (C)) AND
(MAXIMUM ROLLING INTERVAL TIME (S) × CARBON CONTENT (C) ×
MAXIMUM SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.4



NAME OF PORTIONS OF RAIL

FIG.5



PORTION OF RAIL TAKEN AS SPECIMEN FOR TENSILE TEST

FIG.6

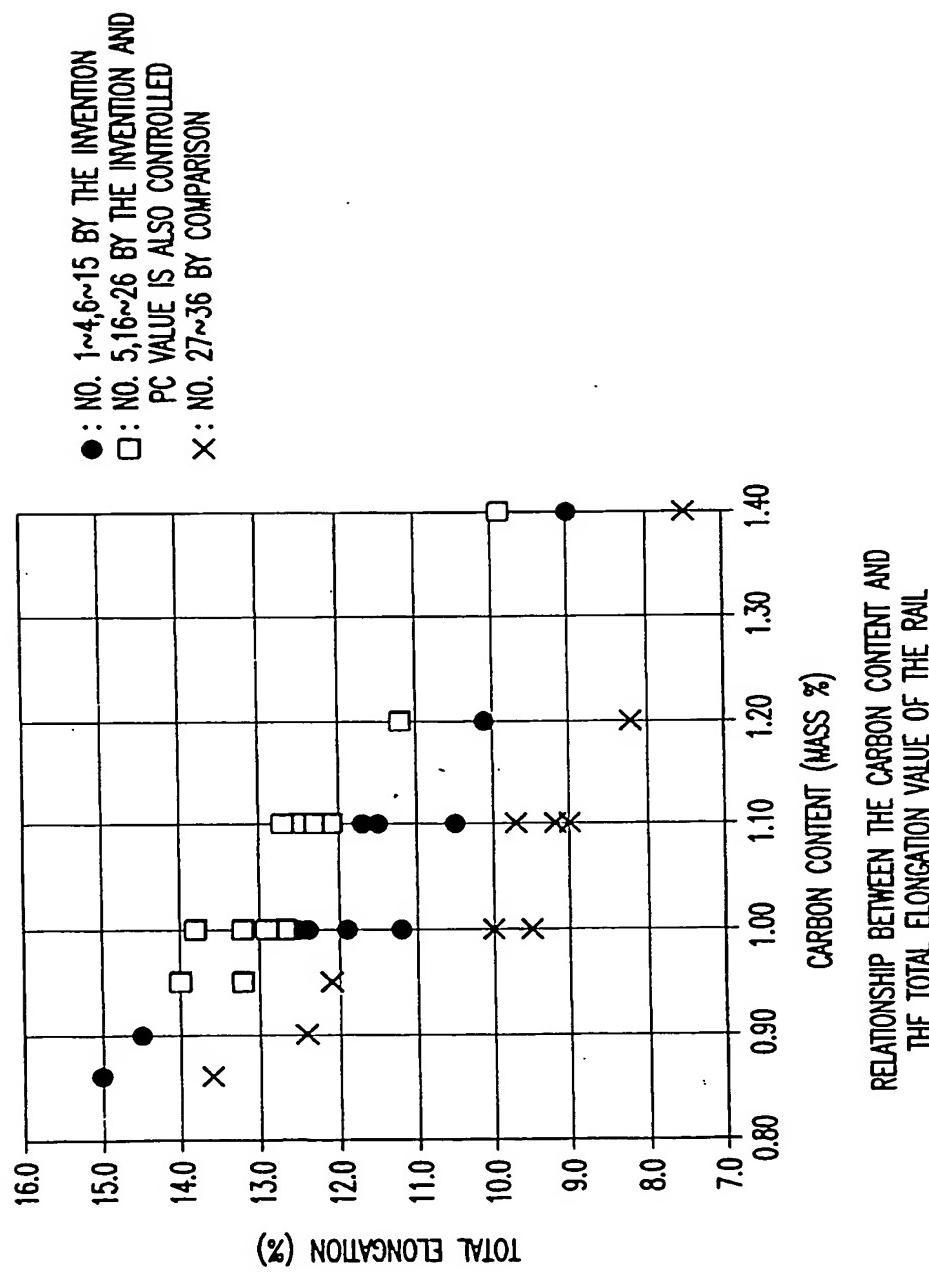


FIG. 7